

Shipping

(Additional Shipping on Page 13)

ASIATIC IMMIGRANTS WELCOMED IN SOUTH AMERICAN REPUBLICS

Japanese and Chinese immigration to South American republics and especially to those countries that border on the Pacific is steadily increasing from month to month. Judging from the statements made this morning on board the Toyo Kisen Kaisha liner Hongkong Maru, by K. Tsunoda, an official connected with one of the largest immigration companies doing business throughout Japan and China.

Traveling in transit in the Japanese liner from Hongkong as well as the Japan ports are 124 Chinese and 235 Japanese passengers. These people, with but few exceptions, are enroute to Peru and Chili, there to take up a work along agricultural lines. Many are to establish themselves on land, to be purchased from the South American governments and the immigrants will take up the life of a settler.

Several thousand Japanese have of late been settling in Central and South America, so Tsunoda declared through the immigration companies. These people, with but few exceptions, are enroute to Peru and Chili, there to take up a work along agricultural lines. Many are to establish themselves on land, to be purchased from the South American governments and the immigrants will take up the life of a settler.

The immense mining interests of Chili require a large percentage of the influx of oriental labor, received through the immigration companies. In one coal mine alone over five hundred Japanese are reported as receiving employment.

In discussing the question this morning, the immigration agent said that, unlike laborers in the United States, laborers in many districts in South American republics need not dress in foreign clothes. Many go about in light costume without evoking any sort of antagonism from the residents of the country. It requires but little for the laborer to live there.

This is particularly the case with miners. As they are provided with shelter in the buildings attached to the mines, a monthly outlay of from ten to fifteen yen is quite sufficient to cover their expenses. In view of the fact that many of them are sending home considerable sums of money it is easy to infer that sober, steady workers can earn enough and to spare in the republics.

Tsunoda also claims that the Japanese characteristic, sincerity of mind, is particularly appreciated by the natives. Despite the fact that many enterprises are suffering from a considerable setback owing to the recent revolutionary troubles, Japanese laborers are in demand everywhere.

A tremendous stretch of land lies unexploited. One acre of land is worth only 15 yen, and even in the richest country districts an acre of land is purchasable for 250 yen or so.

As regards their wages, the coal and nitrate miners are paid according to their output; they earn so much per load of coal secured, so that their wages vary somewhat. But on the average they seem to earn from yen 1.50 to yen 2.50 per day. Those laboring on the farms or pastures probably get from yen 80 to yen 1.50 per day. But this comparatively small scale of wages is compensated for by the fact that the standard of living of laborers is far lower than that which obtains in the United States.

The Hongkong Maru is to be supplied with seven hundred and fifty tons of coal before resuming the voyage to Central and South American ports. It is expected that the vessel will be dispatched through the agency of Castle & Cooke on or about five o'clock tomorrow evening. In addition to the large number of Asiatic steamer passengers, the Hongkong Maru carries 10 cabin and 21 second class passengers, of whom all are Asiatic with the exception of three Europeans.

Captain Sagara reports a fine trip across the Pacific. The liner sailed from Hongkong on June 7th. Three sacks of later Oriental mail were received with the arrival of the vessel this morning. The Hongkong Maru lies at Alakea wharf, where both coal and water are being supplied.

A big through cargo is carried, including matting, curios, porcelain and food stuffs, none being for this port.

Still Planning the Big Steamships.

Although no definite announcement of the subject has yet been made, and in the tragic circumstances nothing official will be known for some time to come, I am given to understand on reliable authority, says the London correspondent of the Liverpool Post that the keel of another boat of the Olympic class will before long be laid down for the White Star Line. Changes in plans are also likely, and in this connection it is said that the Gigantic, of 54,000 tons, work on which has already begun at Queen's Island, will have the double cellular bottoms and sides of the latest Cunard liners.

The Mollard-American Line has just ordered a boat of 32,000 tons for the New York route, and the Norddeutscher-Lloyd has also placed a contract at Danzig for a 4,000-ton vessel, which will be some 7000 tons bigger than the largest steamer at present flying the German flag. Then, of

course, there is the 50,000-ton Aquitania, building on the Clyde for the Cunard Company; while after the liner, of almost similar dimensions, has been launched on the Elbe for the Hamburg-American Line, she will soon be followed by two sister ships.

There is, indeed, no evidence that the tragedy of the Titanic has in any way affected the belief of steamship managers in the big liner policy, though, of course, several of the vessels mentioned were in an advanced stage of construction before the disaster occurred.

Manila After Direct San Francisco Service.

In an address to the San Francisco chamber of commerce Capt. Robert A. Dollar of the Dollar steamship line, a recent visitor to Manila, said some good things about the islands and pleaded for a direct steamship line from San Francisco to Manila. A part of his remarks are given here:

I bring you a word from the Philippines of hope and good cheer. The government has been conducted the last few years along business lines and the result of it is that they are having a regular boom in all lines and have had great prosperity as a result. In fact, business is better there than in any other part of the Orient. By the various acts of sane legislation, especially the removing of the duty, our trade has doubled in the last three years. We have a rich country over there which we must keep.

One of the great wants however, is a through steamship line between San Francisco and Manila.

It should only take 17 days to make the trip direct, but at the present time by way of Hongkong it takes twice that time because calls are made at Shanghai, Nagasaki, Kobe, Yokohama and Honolulu. I would ask of you to aid our fellow citizens in the Philippine islands to obtain that desirable result.

Bennington on Maiden Cruise.

A line from the Matson Navigation tanker Bennington will be taken by the steamer Lurline on departure of the liner for island ports this evening. The Bennington is to be towed to Kaunapali, there to receive an initial shipment of molasses from Pioneer Mill. The Bennington arrived at the port on Wednesday afternoon, having been brought down by the Lurline under the direction of Captain Weed. The tanker caused but little delay to the liner in arrival here. The elements favored a fairly fast and pleasant trip from the coast. The Bennington has been fitted with two tanks for fresh water and one tank for molasses transportation. The water tanks are located one in the forepeak and one aft, and are of 200 tons capacity each, while the molasses tank occupies the space between and is of 1000 tons capacity. The ship carries one large pump for molasses, one for fresh water and one to be used for the bilges and general ship's use.

T. K. K. Has Reduced Forces.

With the liner Tenyo Maru passing through Honolulu some days ago, the Toyo Kisen Kaisha is reported to have made a material reduction in the force of sailors and firemen as well as assistant carried in the steward's department on all trans-Pacific steamers.

It is claimed that the reduction in the force followed as a result of the recently developed shipping conditions at Yokohama, in which operating expenses advanced materially, and the proposed increase of ten per cent in freight rates fell through. It was announced that owing to the fact that the four big liners of the Toyo Kisen Kaisha, the Tenyo, Chiyu, Shinyo and other vessels of the line, were employing men in numbers exceeding ordinary requirements, a material cut would be made.

Thirteen men were taken off the Chiyu, and at least that number is to be removed from the other vessels.

New Kosmos Freighters Ready.

According to advices received from Hamburg by Harold H. Eber, the general agent of the company, the five new 12,000-ton freighters built for the Kosmos line for service betw Europe and the west coast of America, will soon be in commission. The Karnak will be the first ready and will leave Hamburg in July. The next of the new ships ready will leave Hamburg in October and the others will follow with intervals of one month between sailings. The other new vessels, all named after steamers owned by the Kosmos line but disposed of, are: Harthor, Rameses, Memphis, and Menes. Captain Rudolph Peterson, formerly master of the Uarda has been appointed to command the Karnak.

Hastening Work on the Guernsey.

A force of workers are hustling the discharge of coal from the Norwegian steamship Guernsey which vessel brought coal consigned to the Inter-Island from Newcastle, N. S. W.

It is expected that the Guernsey will be ready for dispatch on or about Wednesday morning.

WEATHER TODAY

Temperature—6 a. m., 73; 8 a. m., 79; 10 a. m., 79; 12 noon, 80. Minimum last night, 73.
Wind—6 a. m., velocity 3, direction Southeast; 8 a. m., velocity 3, direction East; 10 a. m., velocity 8, direction Northeast. Movement past 24 hours, 123 miles.
Barometer at 8 a. m., 29.98. Relative humidity, 8 a. m., 53. Dew-point at 8 a. m., 60. Absolute humidity, 8 a. m., 5.618. Total rainfall during past 24 hours, .02.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Friday, July 5.
SAN FRANCISCO—Sailed, July 2, barkentine S. N. Castle, for Tahiti not as reported before.
Arrived, July 3, 4 p. m., S. S. Honolulu, hence June 28.
Sailed, July 5, 12 m., U. S. A. T. Logan, for Honolulu.
HILLO—Sailed, July 3, 5 p. m., S. S. Enterprise, for San Francisco.
ASTORIA, Ore.—Arrived, July 5, schr. Inca from Mahukou, June 15.

High Lumber Rates.

An advance of 3 to 6 pence is shown in the chartering of four British Strath steamers by A. F. Thane & Co., to load lumber from this port, Puget Sound or Columbia river for the antipodes. The rates range from 6 shillings 9 pence to 7 shillings, and are for the steamers Strathmore, Strathairn, Strathspey and Strathardie. The cargoes were sold some time ago and the British steamers are bound for here from the east coast with cargoes of coal for the government. It is said by some shipping men that the unusual scarcity of bottoms that has prevailed for some time is the cause of the increased charter rates. The supply of freight vessels is not sufficient for the demands, it is said, but shortage probably will be supplied by the importation and building of more bottoms in the near future.—Call.

Many Passengers from Kona Ports.

The Inter-Island steamer Kilauea was taxed to the limit with cabin and deck passengers on the homeward trip from Kona and Kau ports. The liner arrived at an early hour this morning bringing a large line of products from the Big Island. The freight list included 6408 sacks sugar, 33 sacks coffee, 30 bales hides, 19 barrels fish, 5 crates eggs, 57 barrels fruit, 52 sacks awls, 52 bunches bananas, 12 cases preserves, 2 horses, 14 calves, 23 crates chickens, 10 crates pigs, 206 pieces of koa wood and 138 packages sundries.

According to the officers in the vessel sugar awaiting shipment included 10,000 sacks at Honolulu and 7300 sacks at Punaluu.

Schooner Coates at Kahului.

Claudine Excursionists Report Fine Trip.

It was a tired but happy crowd of excursionists who returned to Honolulu early this morning in the Inter-Island steamer Claudine, following a day spent at Kahului and Waikuku. Fourth of July on Maui is pronounced a star-spangled banner event, in comparison to which other celebrations are declared as rank imitations. It was a day of joy and gladness to many. The horse races succeeded in separating some of the talent from their store of wealth. The Claudine was favored with fine weather both going and returning from Kahului. A hundred or more Honoluluans made the trip.

No Dope Found on Mongolia.

Despite a careful search instituted on board the Pacific Mail liner Mongolia during the stay of that vessel at the port yesterday Federal customs men failed to secure additional quantities of prepared opium. The vessel yielded 213 tins of dope as a result of a quest made by San Francisco officials and word was passed along the line that several hundred tins of the stuff from which dreams are made was still on board. The local officials are satisfied however, that no opium from the Mongolia was landed here.

The only windjammer represented at the port of Kahului, Maui, was the American schooner A. F. Coates, which vessel is being discharged of a shipment of lumber brought down from the coast.

ROOSEVELT MEN

(Continued from Page 1)

On the other hand, the Taft-instructed delegates are saying little, but do not seem to think much of Roosevelt's chances or to believe that Hawaii should mix into the Progressive program at this stage of the game.

In another column, the Star-Bulletin today publishes a carefully-drawn-up statement given to this paper yesterday by Mr. Carter, and embodying the Rooseveltian attitude following the Chicago convention.

Wearing the Badge.

Wearing a big lapel badge on which is printed the Progressive slogan, "Thou Shalt Not Steal," the strenuous ex-Governor was around town this morning. Both he and Atkinson declare that the "steam-roller" was working over-time at Chicago, and that over seventy regularly-elected Roosevelt delegates were deliberately robbed of their right to sit in the convention.

"Since my return yesterday," said Mr. Carter this morning, "I have found that Hawaii has had no definite and accurate knowledge of what has been going on at Chicago. I have found, for instance, that the story of the great popular demonstration accorded Roosevelt when he left Chicago, after the convention was over, has not been told here, nor the astounding news of the meaning of the National committee's action on the Roosevelt delegates. Roosevelt's departure was a triumph."

"Another thing: I find that there is a general feeling that the Roosevelt men were objecting to the rules. They were not. They were objecting to the abuse of the rules, and the methods used in abusing those rules."

"The unsuccessful faction is not complaining because it was unsuccessful, but because of the methods used in carrying out the Taft steam-roller plan."

"Other conventions may have digressed slightly from the right path, but never before in the political history of the United States has there been such an open and flagrant steal, such robbing of people's rights."

"There also seems to be some uncertainty as to whether the Progressive party is to be formed. It is formed—it was formed in Chicago. There is no doubt about it. There is, it is true, a difference of opinion as to the mode of procedure to follow and when and where the convention is to be held. Some men absolutely opposed to Taft and absolutely in sympathy with the Progressive party believe in fighting this fight out in the electoral college itself. Certainly the right-thinking men of the Nation will not let their votes be stolen."

"Some people may have the idea that the voters won't resent Taft's nomination. They will not swallow Taft—that is certain."

"As to the local application of this great movement, it is too early to say. We hope to send delegates to the convention. Hawaii should be represented. This movement aims to unite North and South, East and West, to secure social and industrial justice. The fight for this is paramount to the tariff or any other question."

Mr. Carter said today that a story published this morning and purporting to quote him, was very wide of the mark and misleading.

Atkinson is equally emphatic in his declaration that the Chicago convention was a serious blow to Republicanism, and even more positive that Taft is, to put it in popular phrase, a "dead one."

"Taft hasn't a chance," insists Atkinson. "Roosevelt won the real triumph in Chicago. The great demonstration was a wonderful exhibition of the loyalty and belief of the people in a true leader."

RECEPTION MONDAY FOR SALVATION ARMY OFFICERS

A reception will be given at the Salvation Army Home in Manoa Valley next Monday afternoon from 4 to 6 o'clock for the double purpose of welcoming Col. Blanche Cox, who, with Adjutant Duncan, has just arrived to take command of the Salvation Army here, and bidding farewell to Staff Captain McCabe and Adjutant Long, who have for many years worked faithfully and successfully in this community.

All friends of the Institute and those interested in the good work being accomplished by the Salvation Army in Honolulu, have been invited to attend.

Star-Bulletin Ads. are Best Business Getters.

FIND CLEW

(Continued from Page 1)

DeLarm and George C. Hodges came before the public eye last January, when their million-dollar Columbia River Orchard Company collapsed and the promoters fled without stopping to explain. At this time the Hodges wanted was in Honolulu, and it was the month before that the Hodges at the Y. M. C. A. received a number of cablegrams from Portland.

DeLarm Dies.

George C. Hodges and DeLarm had been operating in Portland, Seattle, Bellingham and Everett, Wash., and in cities farther south. From Seattle DeLarm was traced to Portland, and from there to San Mateo, Cal. From there he fled to San Francisco, and when the chase became too hot he fled to Mexico. Several months later he was found dying of a paralytic stroke in a Placerville hospital, and on June 16 he died, taking with him the last clue to the whereabouts of Hodges.

Postoffice Inspector Hare and U. S. Marshal Hendry say that they have not been advised by U. S. officials that Hodges is here, but it is known that the men who took up the trail that led out of Seattle last January are finding clues pointing to Hawaii as the spot chosen by Hodges to hide himself.

SCHOFIELD NOTES

SCHOFIELD BARRACKS, H. T., July 5.—The usual Fourth of July salute was fired at high noon.

First Lieutenant James F. Dougherty, Medical Reserve Corps, has been appointed attending surgeon for the married enlisted men at the post, relieving First Lieutenant Walter Howell, Medical Corps, U. S. A.

That the postoffice at this post is run for the convenience of the employees and not for the residents of this post was demonstrated today when the mail arrived from the United States and those who rented lock boxes and call boxes were unable to enter the postoffice and secure their mail until all had been distributed. This question has always been a mystery to those who rent lock boxes and are debarred from securing their mail until all the mail has been distributed, and many wonder what is the use of having lock boxes if they can't have access to them at all times.

The First and Second Infantry baseball game, which was won by the former by the score of 7 to 4, and by the crowd that witnessed it, shows that when the post series begins on the seventh there will be considerable rivalry, but in order to have baseball played up to the standard, a good umpire will have to be secured.

After participating of the cup which inebriates, a teamster in the employ of the quartermaster's department, named B. Whites, at about 12 o'clock noon yesterday entered upon a controversy with another teamster by the name of M. Ryke. After everything had cleared it was found that Mr. Ryne needed the services of a surgeon to dress his nose, which Mr. Whites had been trying to bite off. Mr. Whites also tried to chew off the right wrist of another teamster named Fox. A telephone to the civil authorities at Honolulu will land Mr. White with perhaps a charge of mayhem by the Federal Court.

STRONG MARKET AFTER HOLIDAY

Stocks opened and closed strong on the Exchange today. There is not a single drop to be reported, while there are some advances, and the volume of business is not small for the day after a holiday.

Waiiala has advanced five points since last previous record, 200 shares having been sold in recess at 125, which is the closing quotation of the session for 50 shares, after 19 had brought 125.50 and five 125. Paia is two and a half points better than last previous quotation, with 18 shares sold on the board for 215. Fifteen Pioneer a 33.50 represents a gain of half a point, while Onomea at 53 for 125 shares is 1.50 advance, following an item of 10 share at 52.50.

Pineapple holds it own in sales of 30 shares at 42, and McBryde in sales

ARRIVED	
Wednesday, July 3.	San Francisco—Lurline, M. N. S. S., with barge Bennington in tow, p. m.
Thursday, July 4.	San Francisco—Mongolia, P. M. S. S., a. m.
	Kauai ports—Noeau, smtr., a. m.
	San Pedro—Nattose, Am. yacht, a. m.

DEPARTED	
Friday, July 5.	Hongkong via Japan ports—Hongkong Maru, Jap. smtr., a. m.
	Salina Cruz via San Francisco and Seattle—Columbian, A. H. S. S. a. m.
	Kahului. (Special excursion)—Claudine, smtr., a. m.
	Kona and Kau ports—Kilauea, str., a. m.

PASSENGERS ARRIVED	
Wednesday, July 3.	Kahului—Claudine (special excursion), 6:30 p. m.
	San Francisco—Sherman, U. S. A. T., 2:30 p. m.
	Hawaii ports—Waialeale, smtr., p. m.
	Hawaii ports—Waialeale, smtr., p. m.
Thursday, July 4.	Hongkong via Japan ports—Mongolia, P. M. S. S., 5 p. m.

Per smtr. Kilauea, from Kona and Kau ports—Mrs. E. K. Waiwai, M. M. Walakawa, Mrs. R. H. Withington, Miss L. Melnecke, Miss J. Jones, Mrs. Robt. Reid, Misses Reid, P. Polima, Geo. Apela, E. K. Kaana, Mrs. Losano, Mrs. Thos. M. Haas, E. Kaana, Mrs. Geo. Apela, Thos. M. Haas, Mrs. E. Iona, Mrs. K. M. Kali, Mrs. S. K. Toomey, J. M. Koko, Julia Lazaro, J. Haas, Rev. E. S. Timoto, Mrs. E. S. Timoto, Miss Alice Kala, Mrs. Mary Kea, D. K. Baker, Mrs. Baker, J. K. Makekau, Mrs. L. K. Kekuewa, S. K. Hahuopo, D. F. Fullaway, R. N. Smith, J. G. Smith, J. D. Tucker, E. Kaupo, Rev. J. Kolia, Miss Sara Kalia, John Harbottle, Mrs. Harbottle, Geo. Hapal, T. A. O'Brien, G. Aul, Lucy Ahina, Walter Todd, D. Leith, Miss L. R. Rodgers, Rev. A. S. Baker, Mrs. Storm, Miss Storm, S. Letfee, Misses Moore, Rev. D. Kali, Mrs. White, Miss S. Swite C. Ah Loy, Dr. J. H. Raymond, Robt. Bohd, H. S. Decker, Mrs. Kallaiwao, G. S. Raymond, Mrs. J. E. Gallamou, Miss Chas. Townsend, Robt. Gannon, Dr. Farrell, J. R. Davis, Mr. Brecht, E. Douthitt, W. Lucas, G. W. Lucas, Chas. Lambert, J. S. Coke, Walser, Rev. White, L. Petrie, G. Hughes.

Per smtr. Noeau from Kauai ports: Judge W. J. Robinson, Mrs. P. L. Rice, J. L. Young, E. J. Lord, J. Mackenzie, 3 deck.

Of 37 shares at 7. Oahu Railway at 136 for 15 shares is the same as the bid quotation, although 140 is recorded as asked.

Bonds also reveal activity, the sales between sessions being \$3000.

Hilo Extension 6s at 94.50, \$5000 Oina 6s at 97.50 and \$5000 Natomas 6s at 94, the last being an advance of a quarter point.

The large United States mail flag flown from the Oceanic steamship Ventura is an emblem that has attracted much attention along the waterfront at the arrival and departure of the liner.

One of the largest crowds ever assembled at Alakea wharf gathered there last evening during the burning of the old Hawaiian ship Kaimilo. Hundreds of automobiles were parked along the waterfront.

Hawaiian Islands—Oahu Islands—Pearl Harbor.—The following ships were discontinued June 1: Entrance range day beacon, inner channel range day beacon, Iroquois Point beacon 13, West Loch beacon 14.

The Claudine sailing for Maui and Hawaii ports at five o'clock this evening will carry a large list of passengers, many being visitors to the real thing in the line of Independence Day celebrations, as given at Honolulu.

John H. Wilson, a local contractor is reported by coast papers as having purchased a sixty foot power schooner named Ida May, which has been laying up at Seattle, the vessel to go in to commission again as an interisland trader.

Everything in the printing line at Star-Bulletin, Alakea street; branch, Merchant street.

ODDS AND ENDS AT THE PORT

The next mail from the mainland is scheduled to arrive in the Oceanic steamship Sonoma.

A quantity of Kaula sugar arrived yesterday as part cargo in the inter-island steamer Noeau.

A mail for Australian ports will be dispatched from Honolulu next Monday in the Oceanic steamship Sonoma.

The Pacific Mail steamship Korea is scheduled to sail from this port on July 8th, taking the next mail for the United States.

From Portland, Ore., comes the story that several Japanese sailors are in irons because of an attempt to desert their ships at that port.

Contrary to expectations, the American Hawaiian freighter Columbian arriving from Sound ports this morning brought no shipment of live stock.

Fertilizer and lumber made up a goodly portion of the cargo taken to Hawaii ports in the steamer Waialeale, which sailed late Wednesday evening.

The Matson Navigation tanker Bennington, has been painted in the regulation Matson colors. The tanker lies at the Hackfeld wharf, awaiting a tow to Kaunapali.

Taking general cargo and a large delegation of Garden Island Fourth of July visitors, the interisland steamer Kaula will depart for Kauai ports at five o'clock this evening.

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If you didn't read in Wednesday's Honolulu Star-Bulletin:

"\$3,000,000 In Mortgage Deals"

"Mrs. Dowell's Death"

"Sand Island Squatters Ousted"

"Increased Pineapple Shipments"

"Good Templars Organize"

"Brown To Stay on License Board"

"Latest from 'Lost' Teachers"

You Are

Fourteen Hours

Behind

The Times